

# Okanogan-Wenatchee National Forest



## Motorized Travel Management

### Greetings!

March 23, 2009

The Okanogan-Wenatchee National Forest is initiating environmental analysis for implementing the 2005 Travel Management Rule. The rule directs each national forest to designate roads, trails, and areas that are open to motor vehicle use. Motor vehicle use off designated roads and trails and outside designated areas would then be prohibited by regulation. Changes are proposed to motorized use within the non-wilderness portion of the Forest. This travel planning process will not include analysis of winter over-the-snow motorized vehicle use, which will remain as is currently managed.

The attached proposed action considered all of the input gathered over the past two years from meetings, written comments and from District Resource specialists. The Proposed Action is the first step in the NEPA (National Environmental Policy Act) planning process.

Again, we consider this proposed action a **starting point for discussions** in the NEPA process. Not all of the issues expressed to date have been resolved with this proposal and many people have not yet provided input.

By reviewing the attached proposed action and providing written comments by May 7, 2009 you will help us develop and consider a full range of issues and alternatives in our analysis process.

A series of meetings will be hosted in April to discuss the proposed action and gather additional input. Dates and locations for the meetings are listed in section six of the attached proposed action. More information about the meetings will be posted to the Forest website at [www.fs.fed.us/r6/okawen/travel-management](http://www.fs.fed.us/r6/okawen/travel-management)

I look forward to working with you to define future travel management for the Forest.

Forest Supervisor, Okanogan-Wenatchee National Forest

### Key Points to Consider

- Our objective is to provide quality motorized and non-motorized recreation opportunities while protecting natural resources.
- We would like to clarify and simplify motor vehicle use designations.
- **The proposed action is a starting point - it is not a decision.**
- The proposed action includes carefully considered recommendations for changes received from the public and Forest staff that, on initial review, provide:
  - Consistency with the current Forest Plan
  - Responsiveness to resource considerations and
  - Opportunities for quality motorized and non-motorized recreation.
- Public comments must be received by May 7, 2009 to be most useful to the analysis. Addresses are listed in Section 6 of the attached proposed action.
- Paper copies of the proposed action maps are available at a number of locations. See Section 7 of the attached proposed action for a complete list.

#### Planning Timeline

March 2009  
Release of proposed action

Winter 2009/2010  
Draft Environmental Impact  
Statement

Summer 2010  
Final Environmental Impact  
Statement and Decision

Fall 2010  
Produce new motorized  
vehicle map



United States  
Department of  
Agriculture

Forest  
Service

March, 2009



# Proposed Action Scoping Document

## Okanogan-Wenatchee National Forest



## Motorized Travel Management

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# 1. INTRODUCTION

The Okanogan-Wenatchee National Forest (OWNF) is proposing changes to motor vehicle use on specific roads, trails and areas within the non-wilderness portion of the Forest. Winter, over-the-snow motorized use will not be analyzed at this time and is not part of this proposal. The project area map for this planning effort is shown in Figure 1. Changes to existing motor vehicle use, when implemented, will result in clear, standardized designations of where motorized use is appropriate, sustainable, and desirable on the national forest.

The 2005 Travel Management Rule directs each national forest to designate roads, trails and areas that are open to motor vehicle use on a **motor vehicle use map**. Motor vehicle use off designated roads and trails and outside designated areas would then be prohibited by regulation (36 CFR 261.13).

A series of public meetings were held across the OWNF in 2006 and 2007 to explain the Travel Management Rule, gather input on the National Forest System (NFS) of roads and trails, and discuss changes. The proposed action presented here was informed by that process.

***This proposed action is not a decision;  
it is a STARTING POINT for our discussions.***

This attached proposed action considered all of the input gathered over the past two years from meetings, written comments, and from District resource specialists. The proposed action is the **first step** in our National Environmental Policy Act (NEPA) environmental analysis process. We recognize that not all of the issues expressed to date have been resolved with this proposal and that many people have not yet provided input. Issues that are unresolved, or that emerge as a result of public review of this document will be addressed by modifying this proposal or developing alternatives or mitigation measures that will be analyzed and compared in an environmental impact statement (EIS). We look forward to working with you to define future travel management for the OWNF. The timeline for the project is shown below:

<b>Spring 2009</b>	<b>Scoping – Request Public Input on Proposed Action</b>
<b>Winter 2009/2010</b>	<b>Draft Environmental Impact Statement</b>
<b>Summer 2010</b>	<b>Final Environmental Impact Statement</b>
<b>Fall 2010</b>	<b>Motor Vehicle Use Map Available for the Public</b>

For clarity and common understanding we have defined some terms used in this document in a **glossary** located in the last section of this document. These terms have different meanings to different individuals. The definitions in our glossary clarify terms that are specific to this project.

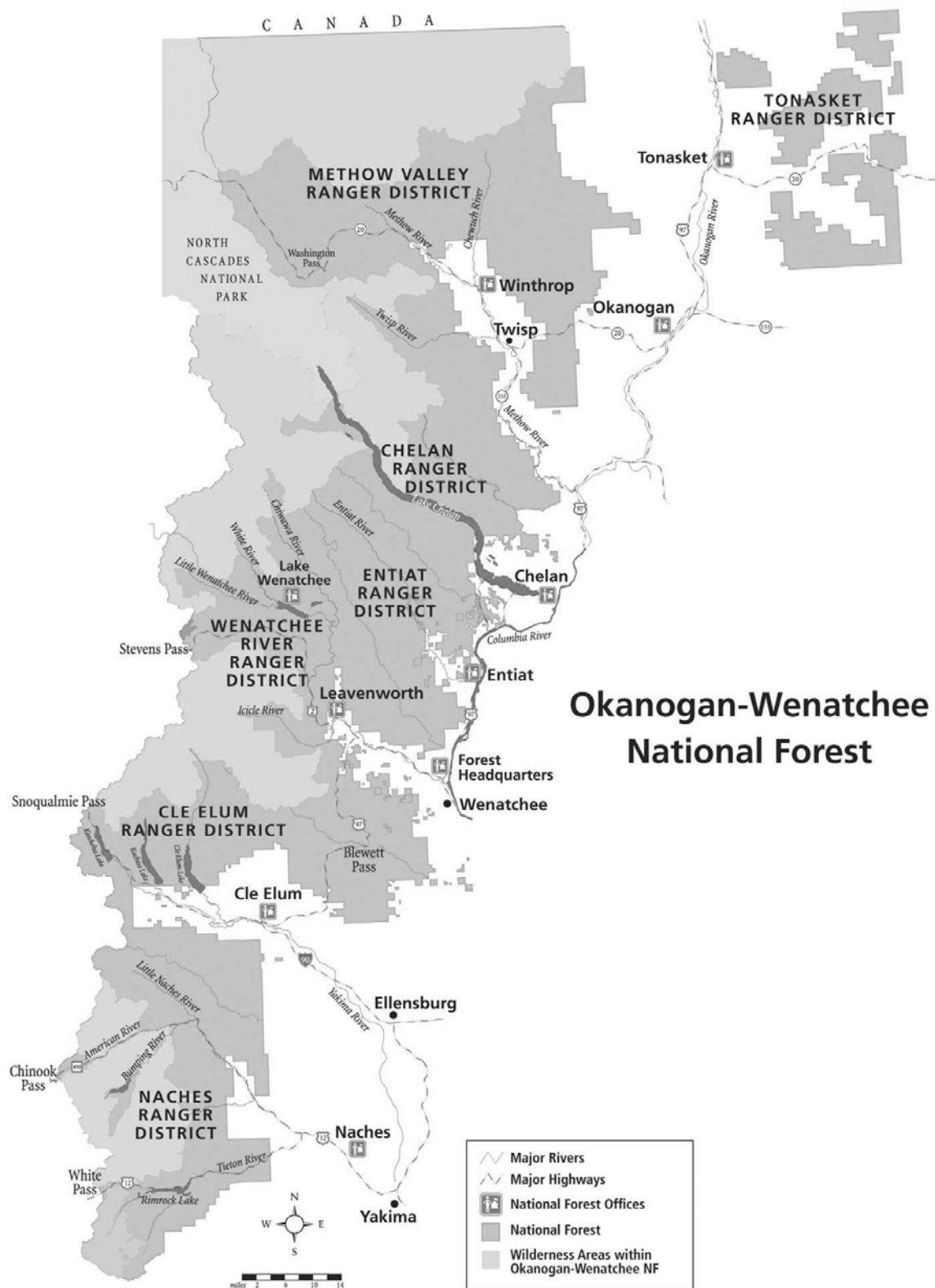


Figure 1 – Project area map

## 2. PURPOSE AND NEED FOR ACTION

This purpose and need is in accordance with 36 CFR Parts 212, 251, 261, and 295 Travel Management; Designated Routes and Areas for Motor Vehicle Use; Final Rule (hereafter referred to as the “Travel Management Rule”). The Travel Management Rule requires that each national forest and grassland designate roads, trails, and areas that are open to motor vehicle use. Designations are made by class of vehicle and, if appropriate, by time of year on a motor vehicle use map. Motor vehicle use off designated roads and trails and outside designated areas would then be prohibited by regulation (36 CFR 261.13). Designated roads, trails and areas shall be identified on a Motor Vehicle Use Map (MVUM).

The clear identification of roads, trails, and areas for motor vehicle use on National Forest System lands would enhance management; sustain natural resource values through more effective management of motor vehicle use; enhance opportunities for motorized recreation experiences; address needs for access; and provide areas of opportunity for non-motorized travel and experiences. The Travel Management Rule implements Executive Order 11644 and Executive Order 11989 regarding off-road use of motor vehicles on federal lands.

Portions of existing Forest plan direction are outdated and/or are not consistent with the Travel Management Rule. Therefore, there is a need to amend both the Okanogan (1989) and Wenatchee (1990) National Forest Land and Resource Management Plans (Forest Plans).

### Background

Motor vehicles are an appropriate way for people to enjoy the national forests – in the right places and with proper management. It is Forest Service policy to provide a diversity of road and trail opportunities for experiencing a variety of environments and modes of travel that are consistent with the national forest recreation role and land capability (Forest Service Manual 2353.03(2)).

As the availability and capability of off-highway vehicles (OHVs) has grown, more Americans are enjoying access and recreation opportunities on national forests and grasslands. However, a substantial increase in OHV use is exceeding the ability of the Forest Service to manage National Forest System lands for multiple uses. Unmanaged recreation, including impacts from off-highway vehicles, was identified by former Forest Service Chief, Dale Bosworth as one of four key threats to sustaining the nation’s forests and grasslands (the four threats include: (a) fire and fuels, (b) invasive species, (c) loss of open space, and (d) unmanaged recreation).

Locally, as well as regionally and nationally, unmanaged OHV use on federal lands has resulted in unplanned roads and trails, soil erosion, watershed and wildlife habitat damage, impacts to cultural sites, safety concerns, and increased degradation of recreational experiences, especially a loss in opportunities for solitude, primitive hunting and other quiet experiences. Perceptions of crowding and user conflict are occurring in some areas of the Forest.



Current regulations prohibit trail construction and operation of vehicles in a manner that damages the land, wildlife or vegetation. These regulations have not proven sufficient to control proliferation of unauthorized routes or environmental damage. According to the OHV Internet Research Report Series (Cordell, 2008), regional and national OHV use days have increased 42 percent from 2001-2007. Parallel trends in local OHV use have been noted locally with the population growth of western Washington's Puget Sound region over the past decade, and concurrent growth of subdivisions located adjacent to the Okanogan-Wenatchee National Forest. Increased OHV use and related impacts surrounding these growing communities have been observed by Forest Service recreation specialists. Similar situations have occurred throughout the nation, leading to the Travel Management Rule that governs OHVs and other motor vehicle use on national forests and grasslands.

Recent Washington state law provides for the operation of off-road vehicles on non-highway roads on National Forest System lands if the Forest Service authorizes such use. These vehicles may be operated on non-highway roads by persons over 13 years of age, or under 13 years of age if under the direct supervision of a person 18 years of age or older who possesses a valid license to operate a motor vehicle. In response to that law, the OWNF identified a small number of specific roads as open for motorized mixed use. Motorized mixed use allows concurrent use of a road by highway legal vehicles (such as a standard passenger vehicle) and non-highway legal vehicles (such as motorcycles or ATVs).

In initial public comments received in 2006 and 2007 regarding Travel Management Planning on the Okanogan-Wenatchee National Forest, OHV riders indicated a desire for additional motorized mixed use on open National Forest System roads.

National Forest System roads are designed primarily for highway legal vehicles such as a passenger car or a log truck. Designating these roads for motorized mixed use involves safety and engineering considerations. This engineering analysis considers factors such as road surface type, roadside conditions (steep side-slopes or large, unyielding features), vehicle speed, traffic volume, and age/licensing (operator experience and understanding of the rules of the road). Roads designated for motorized mixed use should limit the risk for all users.

## **Purpose and Need**

Currently, public motor vehicle travel is not prohibited off designated routes, which is resulting in numerous unplanned routes. This unmanaged public motor vehicle travel has caused increased conflict between motorized and non-motorized users; complaints about noise, trespass, dust, and vandalism from adjacent landowners; and areas of degraded soil, water, vegetation, wildlife habitat, and cultural resources. The number of such routes continues to grow each year, with many new routes having environmental impacts and safety concerns that have not been addressed. The Travel Management Rule provides policy for ending this trend of unauthorized route proliferation and managing the OWNF transportation system in a sustainable manner through designation of motorized National Forest System (NFS) roads, trails, and areas, and the subsequent prohibition of cross country travel by regulation (CFR 261.13).

The proliferation of unplanned, unauthorized and non-sustainable roads and trails created by cross-country travel adversely impacts the environment, leading to the need for regulating unmanaged motor vehicle travel. This project will not analyze or change winter over-the-snow motorized travel.

### ***Need for Changes to Current Management Direction***

- 1. There is a need to designate a sustainable system of roads, trails and areas open to motor vehicles that will provide legal public access, enhance regulation of unmanaged motor vehicle travel, protect resources, and decrease motorized conflicts on the Okanogan-Wenatchee National Forest.**
- 2. There is a need to change the system of NFS roads and trails to designate motor vehicle route access to dispersed recreation opportunities (e.g. camping, hunting, fishing, hiking, horseback riding) and to designate corridors for motorized access to dispersed camping.** Some dispersed recreation activities depend on motor vehicle access. Dispersed recreation activities accessed by motor vehicles often utilize short spurs that have been created primarily by the passage of motor vehicles. Many such unauthorized “user-created” routes are not part of the national forest transportation system. If these access routes are not added to the transportation system and designated on the motor vehicle use map (MVUM), or if corridors for motorized access to dispersed camping areas are not designated, regulatory changes noted above would prohibit their use and preclude motor vehicle access to many dispersed recreation activities.
- 3. There is a need to provide diverse motor vehicle recreation opportunities such as for 4X4 vehicles, motorcycles, ATVs, and passenger cars. There is also a need to provide opportunities for OHVs operated by both licensed and unlicensed drivers. Part of this diversity includes designating a system of reasonably safe “motorized mixed use” on National Forest System roads that recognizes Washington state law regulating motor vehicle use.**
- 4. There is a need to amend existing Okanogan Forest Plan direction applicable to road and trail management to be consistent with the Travel Management Final Rule. There is a need to change standard and guideline 17-3 to be consistent with the Travel Management Rule as is discussed below in Section 3.** The current language in the Okanogan National Forest Land and Resource Management Plan contains Forest wide standard and guideline 17-3 which allows areas to be designated open, closed or restricted for motor vehicle use and displayed in the Forest Travel Plan. The Travel Management Rule requires that Forests designate those roads, trails, and areas open to motor vehicle use on a motor vehicle use map. Motor vehicle use off designated roads and trails and outside designated areas would then be prohibited by regulation (36 CFR 261.13).

**There is a need to change the standard and guideline in the Wenatchee National Forest Land and Resource Management Plan (p. IV-102) to be consistent with the Travel Management Rule.** The current language in the Wenatchee Land and Resource Management Plan (p. IV-102) states that, “unless there is a resource need

documented, currently open roads will remain open and newly constructed roads will be closed to public access by vehicle”. The Travel Management Rule requires that national forests designate roads, trails, and areas that are open to motor vehicle use on a motor vehicle use map. Motor vehicle use off designated roads and trails and outside designated areas would then be prohibited by regulation (36 CFR 261.13). Therefore, there is a need to change the standard and guideline to be consistent with the Travel Management Rule as is discussed below in Section 3.0.

**Table 1--Purpose and need of the Proposed Action**

Purpose and Need
<p>The purpose and needs of this proposed action are summarized below:</p> <ul style="list-style-type: none"> <li>• There is a need to designate a sustainable system of roads, trails and areas open to motor vehicles that will provide legal public access, enhance regulation of unmanaged motor vehicle travel, protect resources, and decrease motorized conflicts on National Forest System lands.</li> <li>• Changes are needed to National Forest System road and trail systems to designate motor vehicle route access to dispersed recreation opportunities such as camping, hunting, fishing, hiking, horseback riding and to designate corridors for motorized access to dispersed camping.</li> <li>• There is a need to provide diverse motor vehicle recreation opportunities such as 4X4 vehicles, motorcycles, ATVs, and passenger cars. There is also a need to provide opportunities for OHVs operated by both licensed and unlicensed drivers. Part of this diversity includes designating a system of reasonably safe “motorized mixed use” on national forest roads that recognizes Washington state law regulating motor vehicle use.</li> <li>• There is a need to amend existing Okanogan and Wenatchee Forest Plan direction applicable to road and trail management to be consistent with the Travel Management Final Rule.</li> </ul>

### 3. FOREST PLAN DIRECTION

The Okanogan National Forest Travel Plan Map (April, 2005), amended by several temporary exceptions or restrictions (under 36 CFR section 261.50), identifies the current road, trail and area management for motor vehicles. Temporary exceptions and restrictions are posted at the appropriate Ranger District office and at the restricted area, road or trail. The Okanogan Travel Plan Map identifies specific areas where seasonal and other restrictions for motorized use are in place for resource protection.

Management of roads, trails, and areas on the Wenatchee National Forest are covered under the Wenatchee National Forest Land and Resource Management Plan (1990). The Forest is open to motor vehicles unless closed by Forest order. Current regulations prohibit trail construction and operation of vehicles in a manner that damages the land, wildlife or vegetation. These regulations have not proven sufficient to control proliferation of unauthorized routes or environmental damage.

Many of the existing travel plan decisions were a result of the national forest planning processes in the 1980s. Decisions were based on factors such as the need to protect wildlife habitats and provide security, to protect soil and water quality, reduce road damage and repair costs, and to enhance recreational opportunities.

The 2005 Travel Management Rule directs the Forest Service to specifically designate roads, trails and areas that are open to motorized use, rather than the current Okanogan National Forest management direction of showing both restricted and open roads, trails and areas, and the Wenatchee National Forest management direction where the forest is open to motor vehicles unless closed by a forest order. The final products of this travel management planning process, the Motor Vehicle Use Map (MVUM), will show only the roads, trails, and areas that are open for motor vehicle use by vehicle class and, if appropriate, by time of year.

In general, Okanogan Forest Plan direction for travel relates to road densities in specific management areas, reconstruction or new construction by management area, vehicle class and seasonal restrictions. This project does not propose to build any new roads. Vehicle class and seasonal restrictions for specific routes will be addressed in this planning process.

Goals of both the Okanogan and Wenatchee Forest Plans include providing a broad spectrum of recreation opportunities and providing a safe road and trail system that protects wildlife, soil and water resources. Implementing the proposed action would require a non-significant amendment to the Okanogan Forest Plan and the Wenatchee Forest Plan related to road and trail management to be consistent with the Travel Management Final Rule as detailed in Section 5.

The Okanogan and Wenatchee National Forest Plans (1989 and 1990 respectively) are currently being revised to reflect new scientific information and current social, economic and ecological conditions. Forest plans provide overall strategic guidance for management of the OWNF by guiding relevant resource management programs, practices, uses, and protection measure decisions. The plans set overall context for informed decision-making by evaluating and addressing the ecological, economic and social sustainability of the Forest. This Travel Management Plan recognizes the Forest plan revision process. The motor vehicle use map will be updated and published annually, so travel planning will be ongoing.

## **4. PUBLIC INVOLVEMENT**

In 2006 and 2007, the Okanogan-Wenatchee National Forest held several public meetings in adjacent communities and in the Seattle area. During the first round of four meetings in 2006, the 2005 Travel Management Rule was introduced. The meetings also allowed opportunity to discuss the existing national forest transportation system and gather input regarding all aspects of travel analysis. These included development of routes to consider, sharing of knowledge of existing non-system routes, presenting specific route recommendations, and learning about other social or natural resource information relative to travel management.

The next round of meetings took place in 2007. These open houses were held at each Ranger District office, in the Wenatchee Headquarters office, and one session was hosted in the Seattle area. The primary purpose for these open houses was to display the maps that were developed using public input and information gathered from resource specialists from each Ranger District office. These meetings provided an opportunity to obtain additional public feedback.

Information gathered from the two rounds of public meetings, written comments, discussions with neighboring land management agencies, and from District resource specialists has provided a better understanding of the interests and concerns relating to travel management on the Okanogan-Wenatchee National Forest. That information has been incorporated into this proposed action which serves as the first step in our National Environmental Policy Act (NEPA) planning process; a starting point for the broader public engagement that will occur through the entire NEPA process.

While most individuals and organizations recognized that motorized recreation is a legitimate use of National Forest lands, input received since 2006 fell primarily into two categories. In the first category, comments advocated increased opportunities for all types of motorized use including ATVs, 4x4s, motorcycle trails and connectors, adoption of numerous non-system routes, and motorized mixed use. This category of input generally points out that the total mileage of motorized routes is considerably less than non-motorized routes and suggests this process should lead to increased opportunities for OHV users.

In the second category, others advocated reducing most forms of existing motorized use, with no adoption of any non-system routes, and/or at a minimum, no net gain of motorized use. This category would prefer to see motorized recreation moved more to the front country roaded areas and out of unroaded areas.

At these initial stages of public input few individuals seem to be in the middle of the spectrum on travel management issues, rather the majority of the initial input appears to be at opposing ends of the motorized versus non-motorized issue and advocate either increases or decreases in opportunities across the Forest.

Some of the concerns expressed during our discussions with the public to date are listed below:

- Motorized use may affect wildlife, streams, soil and botany.
- There is currently an inadequate quality of experience for off-highway vehicle use; in particular there should be an increase in varied motorized use types, loop opportunities, learner opportunities, varied difficulty levels.
- There should be a retention or increase in non-motorized use experience.
- There should be a retention or increase in motorized access.
- Motorized/non-motorized designations as well as motorized mixed use designations may cause user conflicts.
- Economic sustainability of road and trail system.
- Promotion and enforcement of appropriate use.
- Changes in the motorized use system may have potential economic impacts to communities that rely on recreation-tourism.
- The Travel Management Rule may affect dispersed camping.

Through this input process the public has requested numerous changes to the existing National Forest System of motorized access including: designating additional routes for motorized use; closing routes and areas currently open to motorized use; and, retaining routes currently open. Additionally, changes to the types of vehicles allowed on certain routes have been requested. Forest staff also recommended changes to provide resource protection, ensure a reasonably safe motorized transportation system, and to enhance recreational experiences.

## 5. THE PROPOSED ACTION

The Okanogan-Wenatchee National Forest Supervisor is proposing to designate roads, trails, and areas open to motor vehicle use on the non-wilderness portion of the Forest. Designations will be made by class of vehicle and, if appropriate, by time of year. The project area map for this planning effort is shown in Figure 1. Changes to the existing OWNF transportation system when implemented, would result in clear, standardized designation of where motorized access is appropriate, sustainable and desirable on the Forest. This proposed action does not address winter over-the-snow motorized use.

This proposed action is not a decision; rather it is a starting point. It is the first step in the National Environmental Policy Act (NEPA) environmental analysis process. We recognize that not all of the concerns expressed to date have been resolved with this proposal and that many have not yet provided input. Issues that are unresolved, or that emerge as a result of public review of this document will be addressed by modifying this proposal or through the development of alternatives or mitigation that will be analyzed in an environmental impact statement (EIS).

After reviewing the public input from the 2006 and 2007 public meetings, each Ranger District determined which roads and trail systems had a need for change. An initial analysis of these routes was conducted to determine which routes would be considered for the proposed action. Individual routes were evaluated against screening criteria designed to highlight whether a proposed route, a) was a desired recreation opportunity, b) would result in unmanageable impacts to natural or cultural resources, c) had impacts to private land or access, d) was consistent with existing plans, e) caused unmanageable safety concerns, or f) resulted in unacceptable cumulative impacts.

A subsequent review of routes proposed for motorized mixed use was conducted to prioritize routes that connected to existing trails, campgrounds, staging areas, or adjacent OHV routes. An engineering safety analysis of motorized mixed use proposals also informed selection of these routes. Finally, corridors for motorized access to dispersed camping were screened against Forest Plan standards (USDA 1990), interim direction for the North Cascades Grizzly Bear Recovery Zone (USDA Forest Service 1997) and the Aquatic Conservation Strategy objectives from the Northwest Forest Plan (USDA and USDI 1994).

The 2005 Travel Management Rule directs the Forest Service to specifically designate those roads, trails and areas that are open to motorized use, rather than the current practice of managing the Forest as open to motorized use unless specifically closed. In summary, the following proposed action was developed using a collaborative interdisciplinary approach that considered a wide range of stakeholder and internal input.

The proposed action was developed to facilitate designation of a National Forest System of roads, trails and areas on National Forest System lands that are designated for motor vehicle use by type of vehicle and season of use. Motor vehicle use off designated roads, trails and areas would then be prohibited by regulation 36 CFR 261.13.

## **Specifics of the Proposed Action**

The proposed action focuses on changes to the National Forest System of roads and trails on the Okanogan-Wenatchee National Forest. The proposed action would:

- Designate a system of roads, trails, and areas open for motor vehicle use on the Okanogan-Wenatchee National Forest by class of vehicle and season of use.
- Designate roads for motorized mixed use.
- Designate corridors and motorized routes for access to dispersed recreation opportunities.
- Amend Forest Plans to prohibit motorized travel off of designated routes (see Non-significant Changes to the Forest Plan on page 17).

The proposed changes on National Forest System lands for each Ranger District are displayed on proposed action maps (see locations where maps can be obtained in Section 7). These maps display where motorized use would be designated under the proposed changes. The maps contain the following legend items, which are summarized in the narrative following this list.

### **Current National Forest System (NFS) – No Change Proposed**

These map legend items represent the current National Forest System of transportation that will be adopted by this plan.

- NFS road open to highway legal vehicles
- NFS non-motorized trail
- NFS motorcycle trail
- NFS ATV trail (vehicles less than 50 inches wide)
- NFS 4X4 trail
- NFS road for use by motorcycle only
- NFS road for use by ATVs (vehicles less than 50 inches wide)

### **Proposals for Changes or Additions to the National Forest System (NFS)**

These map legend items are the proposed changes for motorized roads, trails and areas and are described in more detail in the following pages.

#### **Motorized Road, Trail, and Area System**

- NFS motorized trail conversion to non-motorized
- NFS non-motorized trail conversion to motorcycle
- NFS non-motorized trail conversion to ATV
- Existing NFS trail to be closed
- Existing NFS road to be closed
- NFS road for use by motorcycle only
- NFS road for use by ATV (vehicles less than 50 inches wide)

- NFS road for use by 4x4
- New motorcycle trail
- New ATV trail (vehicles less than 50 inches wide)
- New 4x4 trail
- Areas open to motorized cross-country travel

#### **Motorized Mixed Use Roads**

- Mixed use road (highway legal and non-highway legal vehicles)
- Mixed use road (highway legal vehicles and motorcycles only)

#### **Motorized Access to Dispersed Recreation**

- Designated motorized routes for dispersed recreation
- Corridors for motorized access to dispersed camping

## **Description of Motorized Road, Trail, and Area System**

The Forest transportation system is made up of National Forest System (NFS) roads and trails on National Forest System lands that are included in a forest transportation atlas. Unauthorized routes, or “user-created” routes, are not required to be included in a Forest transportation atlas, and are not included in the national forest transportation system. In some instances, the proposed action designates unauthorized routes for inclusion in the Forest transportation system.

### **National Forest System Road Open to Highway Legal Vehicles**

National Forest System (NFS) roads currently designated as open to public motorized travel with highway-legal vehicles. These are generally Maintenance Level 2 through Maintenance Level 5 roads (see glossary for definitions of maintenance levels), which are not closed by a specific order. The proposed action largely adopts the current NFS roads that are open to highway legal vehicles. The proposed action would close about six miles of NFS roads as detailed below.

### **National Forest System Roads to be Closed**

Two short spur roads on the Wenatchee River Ranger District at Swallow Caves would be closed for resource concerns, and seven roads on the Cle Elum Ranger District (in the Table Mountain and Taneum areas) would be closed as mitigation to prevent the unwanted increase in motorized routes as a result of the adoption of adjacent user-created (unauthorized) motorized trails.

**Table 2--Summary chart for NFS Roads open to highway legal vehicles**

	<b>Existing (miles)</b>	<b>Proposed Action (miles)</b>
<b>National Forest System Roads open to highway legal, motorized vehicle travel</b>	5085	5079



## National Forest System Roads for Use by 4x4s, ATVs, or Motorcycle Only

This category includes existing NFS roads (currently closed to highway-legal vehicles, Maintenance Level 1) that would be designated for use by 4x4s, ATVs (vehicles less than 50 inches wide), or motorcycle only. The reasons for designating these roads for this use include creating logical connectors between existing trail systems, providing loop opportunities from a centralized starting point, and connecting to existing OHV routes on adjacent jurisdictions. Motorcycles and ATVs may use a 4x4 designation, and motorcycles may use an ATV designation. The Coulter Creek Road 6930 on the Wenatchee River Ranger District falls in this category and is only open to highway legal motorcycles. Under the proposed action there would be an additional 13 miles of NFS roads for use by motorcycles, 47 additional miles of NFS roads for use by ATVs, and 10 additional miles of NFS roads for use by 4x4s than is currently designated (Table 3).

**Table 3--Summary chart for NFS roads for use by motorcycle, ATV, or 4x4**

NFS Roads for Use by:	Existing (miles)	Proposed Action (miles)
<b>Motorcycle only</b>	12	25
<b>ATV (vehicles less than 50 inches wide) trail</b>	33	80
<b>4x4 trail</b>	0	10

## Existing National Forest System Trails

Existing NFS trails are currently open for either non-motorized use, motorcycles, ATVs (vehicles less than 50 inches wide), or 4x4s (Table 7).

## New National Forest System Motorcycle, ATV, and 4x4 Trails

This category includes new construction trails and adoption of unauthorized (user-created) trails which are proposed as additions to the Forest transportation system. They would provide a quality recreational experience without posing serious resource concerns. The proposals include motorcycle trails, ATV (vehicles less than 50 inches wide) trails, and 4x4 trails (note that motorcycles may use an ATV and 4x4 designation) as shown in Table 4. These new miles of NFS trail include six ATV learner loops on the Naches Ranger District within the Little Naches drainage and a motorcycle learner loop on the Wenatchee River Ranger District at Goose Creek Campground. Of the 22.4 miles of new NFS trail, 20.3 miles are adoption of unauthorized routes and 2.1 miles are new construction ATV trail.

## Areas Open to Motorized Cross-country Travel

Two areas on the Naches Ranger District are proposed as open areas for motorized cross-country travel. These rock crawl jeep areas are Moon Rocks and Funny Rocks areas in the North Fork Wenas drainage and total 40 acres.

**Table 4--Summary chart for new NFS motorcycle and ATV trails**

<b>New NFS Trails</b>	<b>Proposed Action (miles)</b>
<b>New NFS motorcycle trails</b>	7.5
<b>New NFS ATV (vehicles less than 50 inches wide) trails</b>	12.1
<b>New NFS 4x4 trail</b>	2.8
<b>Total New NFS Trail</b>	<b>22.4</b>
<b>Number of areas open to motorized cross-country travel</b>	2 areas (40 acres)

### **National Forest System Trail Conversions**

On the Entiat Ranger District, the proposal includes conversion of the motorized Hi Yu Trail to non-motorized due to poor location and maintenance issues. The motorized Jimmy Creek trail would be converted to a non-motorized trail due to erosion concerns, its proximity to Jimmy Creek, and maintenance issues. The motorized Shepito Trail would be converted to a non-motorized trail due to maintenance issues, and in an effort to reduce user conflict. On the Methow Ranger District, the motorized portion of the Blue Buck Creek Trail (#421) would be converted to a non-motorized trail to reduce potential impacts to listed fish species (bull trout). The non-motorized portion of the Lightning Creek Trail (#425) would be converted to a motorized trail, and a small section of unauthorized trail would be adopted along the trail #354. These changes would make the designated trail system consistent with current use patterns.

### **Existing National Forest System Trails to be Closed**

The proposed action would decommission 15.4 miles of existing motorized trails including Miners Ridge, Hornet Ridge, Cougar Ridge, and Cougar Mountain trails on the Entiat Ranger District. These trails were severely damaged by wildfire in the early 1990s, are no longer passable, have missing segments, and have not been maintained for many years. The first two miles of Cougar Ridge have not had Forest Service maintenance for several years and the trail is difficult and expensive to maintain. It would require complete reconstruction to keep as an NFS trail.

**Table 5--Summary chart for NFS motorcycle trail conversions**

	<b>Proposed Action (miles)</b>
<b>Conversion from NFS non-motorized to NFS motorcycle only</b>	8.5
<b>Conversion from NFS motorcycle only to NFS non-motorized</b>	23.7
<b>NFS motorcycle trails to be closed</b>	15.4

**Table 6--Summary chart for NFS ATV (vehicles less than 50 inches wide) trail conversions**

	<b>Proposed Action (miles)</b>
<b>Conversion from NFS non-motorized to NFS ATV (vehicles less than 50 inches wide)</b>	1.5

## Summary of the NFS Trail System

Table 7 below summarizes the proposed changes to OWNF National Forest System trails. The figures below are specific to the NFS trail system. They do not represent motorized travel opportunities on the NFS road system. The motorcycle trail system shows a decrease in miles due to the conversion to non-motorized and closures on the Entiat and Methow Valley Ranger Districts displayed in Table 5. Additional opportunities for motorized recreation were highlighted in the earlier NFS roads discussion and in Table 3.

**Table 7--Summary chart for National Forest System trails**

<b>NFS Trails</b>	<b>Existing (miles)</b>	<b>Proposed Action (miles)</b>
<b>Motorcycle trail</b>	881.7	858.6
<b>ATV (vehicles less than 50 inches wide) trail</b>	13.8	27.4
<b>4x4 trail</b>	264.4	267.2
<b>Non-motorized trail</b>	3022.1	3035.8
<b>Total</b>	<b>4182.0</b>	<b>4189.0</b>

## Summary of Opportunities by Vehicle Type (Tables 3 and 7)

A clearer picture of the proposed motor vehicle-specific transportation system on the OWNF emerges when the changes (between the existing and proposed) in Table 3 (showing the NFS roads for use by specific vehicle) are combined with the changes in Table 7 (summarizing NFS trails).

Table 8 below displays the changes that the proposed action makes to the opportunities available by vehicle type. There would be a 10.1 mile reduction of motorcycle specific travel opportunities on NFS roads and trails due to conversion of motorcycle trail to non-motorized trail and motorcycle trail closures on the Entiat and Methow Valley Ranger District (Table 5). ATV riders would have 60.6 additional miles of opportunity, while those who travel in 4x4 vehicles would have an additional 12.8 miles of 4x4 specific travel opportunity on the NFS road and trail system. The proposed action would provide an additional 13.7 miles of non-motorized recreation opportunities available on NFS trails.

Motorized mixed use roads are not included in this table because they don't represent a "vehicle-type" specific setting. Including motorized mixed use (Table 9) would increase corresponding motorized opportunities. Existing miles in Table 8 refer to the current NFS trails and NFS roads for use by specific vehicles, not the existing motorized use patterns

which include many unauthorized trails, maintenance level one roads, and cross country areas.

**Table 8--Summary of opportunities by type**

	<b>Existing (miles)</b>	<b>Proposed Action (miles)</b>
NFS trails and roads for use by motorcycles only	893.7	883.6
NFS trails and roads for use by ATVs (vehicles less than 50" wide)	46.8	107.4
NFS trails and roads for use by 4x4	264.4	277.2
NFS non-motorized trails	3022.1	3035.8

## Description of Motorized Mixed Use Road

Motorized mixed use routes are NFS roads (Maintenance Level 2 and 3 roads that are currently open to highway legal vehicles), which will be designated for use by both highway legal and non-highway legal vehicles. In most cases the type of non-highway legal vehicles permitted for motorized mixed use travel include all non-highway legal vehicles (4x4s, ATVs, and motorcycles). However, some routes are designated motorized mixed use with only motorcycles as the designated non-highway legal vehicle. Priorities used to designate these routes included connecting existing trails to complete loops, connecting existing trails to campgrounds and staging areas that allow motorized use, and connecting to existing OHV routes on adjacent jurisdictions.

Factors which may have prevented designation as a mixed use road included dead end roads with no connections to an existing trail system, roads that required new construction to complete a loop, roads which were adjacent to high value resources where mixed use would threaten the resource, and longer routes on Maintenance Level (ML) 3 roads with high speeds and traffic volumes.

Proposed motorized mixed use routes also received an engineering analysis which assessed the safety risks of each proposal. This analysis was conducted by qualified Forest Service engineers who completed an engineering report for each route. Included in the report were either recommendations to proceed with the proposed mixed use designation as is, proceed with mitigation measures that would reduce the risk associated with designating the route for motorized mixed use, or recommendations to remove the route from the mixed use proposal. Mixed use would not be permitted on any road until identified mitigation measures are implemented.

The existing motorized mixed use system of 147 miles on NFS roads was authorized as an interim system until this Travel Management process could be completed. Of these motorized mixed use roads, 9.1 miles were not carried forward to the proposed action because they were removed after the engineering safety analysis, they are proposed for conversion to 4x4 trail, or because of resource concerns. The remaining 137.9 miles which currently have motorized mixed use were carried forward and are included in the proposed action.

Some motorized mixed use proposals were on ML 3 roads that allowed too high a speed for safe mixed use. The proposed action for these roads would reduce the maintenance level from ML3 to ML2, which would take one to three years. As the road surface roughened, traffic speeds would be reduced. A second engineering analysis would then be performed to determine if the associated risk to users was brought to an acceptable level. If so, then the road could be designated as motorized mixed use. However, this scenario of reducing the maintenance level would also decrease the comfort and speed of passenger car users and adjacent residents. Routes that fit under this category include:

#### **Tonasket Ranger District**

Road 3525 (Mt. Hull)

Road 39 (Tiffany Springs to Long Swamp)

#### **Methow Valley Ranger District**

Road 4150 (South Summit Benson Creek Road)

Road 4010 (Black Canyon Road)

We realize that the above scenario improves opportunities for ATVs while reducing driving conditions for passenger vehicles, and point out that the proposed action is simply a starting point for our analysis. We encourage you to share your thoughts and concerns regarding these motorized mixed use proposals.

**Table 9--Summary of NFS motorized mixed use roads**

<b>Motorized Mixed Use Roads</b>	<b>Existing (miles)</b>	<b>Proposed Action (miles)</b>
NFS mixed use road (highway legal and non-highway legal)	132.5	433.9
NFS mixed use road (highway legal and motorcycle only)	14.5	64.3
<b>Total</b>	<b>147</b>	<b>498.2</b>

## **Description of Motorized Access to Dispersed Recreation**

Roadside vehicle parking would be allowed within one vehicle length along all designated routes.

### **Designated Motorized Routes for Dispersed Recreation**

Individual motorized access routes to specific dispersed recreation sites would be designated. Typically, these routes are 50-150 feet long, but in some cases may be longer. The routes indicated on the Proposed Action map designate only the access route, not the actual dispersed site. The intent is not to designate or restrict dispersed recreation, but to designate the motorized access.

Currently, motor vehicle travel is not prohibited off designated routes. Over time, motor vehicle users have created numerous unauthorized routes to access dispersed recreation sites. The number of such routes continues to grow each year. Proposed designated motorized routes most often are located in flat areas where additional use and expansion

is likely over time. Designation of these routes would help to control further ground disturbance to meet the Aquatic Conservation Strategy and interim direction for the North Cascades Grizzly Bear Recovery Zone.

At this time the inventory of designated access routes for dispersed recreation is incomplete. Surveys of these routes will continue throughout the summer of 2009 and be further screened.

There are 1,674 designated motorized routes for dispersed recreation in the proposed action.

Since the proposed action is a starting point for our analysis, additional information on specific routes and sites that are of interest to you will help us as a complete inventory is prepared for the draft environmental impact statement.

### **Corridors for Motorized Access to Dispersed Camping**

Along specific roads, the proposed action would designate a 300 foot wide corridor (measured on both sides of the centerline, 600 feet total) solely for the purpose of motor vehicle access to dispersed camping. Specific motorized routes to dispersed campsites would not be designated within these corridors. Corridors are typically located along routes where there are numerous, adjacent dispersed recreation sites in areas that pose little risk of resource damage. This strategy does not restrict access for dispersed camping more than is necessary to protect resource values and also requires less signing than designating sites. Current regulations which prohibit “damaging any natural feature or other property of the United States.” (CFR 261.9) and “damaging and leaving in a damaged condition any such road, trail, or segment thereof.” (CFR 261.12) would remain in place to discourage establishment of new access routes.

Corridors were not proposed where they would be physically unreasonable. For example, on sections of routes traversing steep slopes, it is not possible to leave the road prism, so proposing a motorized access corridor would serve no purpose. Likewise, as mentioned above, there is a need to control further ground disturbance to meet Aquatic Conservation Strategy and interim direction for the North Cascades Grizzly bear Recovery Zone. Because of this, proposed corridors were assessed to determine if they would prevent meeting the Aquatic Conservation Strategy or interim direction for the North Cascades Grizzly Bear Recovery Zone.

There are 698 miles of corridors for motorized access to dispersed camping in the proposed action.

### **Non-Significant Amendments to Forest Plans**

The Travel Management Rule requires that Forests designate roads, trails and areas that will be open to motorized vehicle use and prohibits use of motorized vehicles off the designated system. Therefore, there is a need to change the standard and guideline to be consistent with the Travel Management Rule.

The Okanogan National Forest Resource and Land Management Plan forest wide standard and guideline 17-3 states:

17-3 Areas, roads, and trails shall be designated open, closed, or restricted to motorized use to conform with management goals. These designations shall be displayed in the Forest travel plan.

The proposed action would make a non-significant amendment to the standard and guideline as follows:

17-3 Except for winter over the snow motorized use, areas, roads, and trails shall be closed to motor vehicles unless specifically designated as open on the motor vehicle use map. Open, closed and restricted areas shall conform to the goals of the management area. Subsequent project decisions may make decisions to open, close, or restrict roads, trails and areas based on the goals of the management areas. Winter over the snow motorized use areas, roads, and trails shall be open, closed or restricted as designated on a separate Okanogan National Forest winter motorized use map.

The Wenatchee National Forest Land and Resource Management Plan (page IV-102) contains the following forest wide standard and guideline:

#### **Road Operation**

Road closures – The decision to close any Forest Road will be made on a case by case basis. Unless there is a resource need documented in the project analysis, currently open roads will remain open and newly constructed roads will be closed to public access by vehicle.

The proposed action would make a non-significant amendment to the standard and guideline as follows.

#### **Road Operation**

Except for winter over the snow motorized use, roads, trails and areas shall be closed to motor vehicle use unless specifically designated as open on the motor vehicle use map. Open, closed and restricted areas shall conform to the goals of the management area. Subsequent project decisions may make decisions to open, close, or restrict roads, trails and areas based on the goals of the management area.

## **Other Details about the Proposed Action**

The proposed action does not propose any changes to the current management of motorized winter over snow recreation.

The following uses are exempted from the proposed motor vehicle use designations:

1. Aircraft;
2. Watercraft;
3. Over-snow vehicles;
4. Limited administrative use by the Forest Service;
5. Use of any fire, military, emergency, or law enforcement vehicle for emergency purposes;
6. Authorized use of any combat or combat support vehicle for national defense purposes;
7. Law enforcement response to violations of law, including pursuit; and

8. Motor vehicle use that is specifically authorized under a written authorization under federal law or regulations.

Once a system of roads, trails and areas is designated as open to motor vehicles, then motor vehicle use off the system would be prohibited by regulation (36 CFR 261.13).

The use of motor vehicles off the designated system for purpose of big game retrieval would not be allowed.

Proposed timing restrictions to mitigate the potential for disturbance during construction, maintenance and use of roads and trails for various wildlife species and other resource conditions will be displayed in the Design Criteria section of the Draft Environmental Impact Statement.

When a decision on the travel management proposal is made, the OWNF would produce a motor vehicle use map (MVUM) depicting those roads, trails, and areas that are open to public motorized travel. The MVUM would be the primary tool used to determine compliance and enforcement with motor vehicle use designations on the ground.

## 6. HOW TO COMMENT DURING SCOPING

All comments to this proposed action should be received by May 7, 2009 so that they can be fully considered in the development of alternatives for the Draft Environmental Impact Statement.

We encourage you to review this information and let us know your comments on the proposed action. Your comments will be most meaningful if they are specific to particular routes or areas of concern.

**Please mail or hand-deliver written comments to:**

**Travel Management Planning Team  
Okanogan-Wenatchee National Forest  
Headquarters  
215 Melody Lane  
Wenatchee, WA 98801**

**Office hours:**

Monday through Friday,  
between 7:45 am and 4:30 pm

**Comments may be submitted electronically to:**

[OkaWen-Travel-Management@fs.fed.us](mailto:OkaWen-Travel-Management@fs.fed.us)

Comments received during scoping, including names and addresses of those who comment, will be considered part of the public record for this project and will be available for inspection by the public.

Now that the NEPA process has begun, a motorized travel management project mailing list will be developed. **You must respond to this scoping document with a comment or an indication of interest in this project in order to be added to the motorized travel management project mailing list and receive future mailings.** All materials sent in these mailings will also be posted on the Okanogan-Wenatchee National Forest travel management website.



This proposal is the first step in our National Environmental Policy Act (NEPA) environmental analysis process. We look forward to working with you to develop a mix of motorized and non-motorized opportunities that provide quality experiences and protect natural resources.

The OWNF has scheduled a series of five public meetings to present the proposed action and gather input from interested individuals. The meetings are planned for April, 2009. An open house will begin at 5:00 p.m. with a presentation scheduled for 6:30 p.m. followed by an additional open house continuing to 8:30 p.m. Maps and Forest Service specialists will be available during the open house periods. Additional information about the meetings will be listed on the travel management website at [www.fs.fed.us/r6/okawen/travel-management](http://www.fs.fed.us/r6/okawen/travel-management)

## Meeting Dates and Locations

<b>Ellensburg</b>	<b>April 6</b>	<b>Hal Holmes Community Center</b>
<b>Yakima</b>	<b>April 7</b>	<b>Howard Johnson Ballroom</b>
<b>Cashmere</b>	<b>April 8</b>	<b>Apple Annie Antique Gallery</b>
<b>Okanogan</b>	<b>April 9</b>	<b>Okanogan County Agriplex</b>
<b>Seattle Area</b>	<b>To be announced and posted on the Travel Management Website</b>	

## 7. FOR MORE INFORMATION

Travel management documents and maps are available in a variety of formats and locations. These are listed below.

### Hard copy maps and planning documents

These materials are available for review at the following locations.

<b>Libraries</b>	<b>Forest Service Offices</b>
Carpenter Memorial Library (CleElum)	Chelan Ranger District
Cashmere Community Library	CleElum Ranger District
Chelan Community Library	Entiat Ranger District
Downtown Yakima Library	Methow Valley Ranger District (Winthrop)
Ellensburg Public Library	Naches Ranger District
Entiat Community Library	Okanogan Valley Office (Forest Service)
Leavenworth Community Library	Tonasket Ranger District
Naches Library	Wenatchee Headquarters Office (Forest Service)
Okanogan Community Library	Wenatchee River Ranger District (Leavenworth)
Omak Community Library	Republic Ranger District
Selah Public Library	North Bend Ranger District
Tieton Library	
Tonasket Community Library	
Twisp Community Library	
Wenatchee Public Library	

Winthrop Community Library

## **Internet**

Documents and maps are available on the internet in PDF format at:

<http://www.fs.fed.us/r6/okawen/travel-management>

**Note about printing maps:** when printed at a scale that is legible (1 inch equals 1 mile), the six maps covering the Okanogan-Wenatchee National Forest are quite large (50-56 inches x 36 inches). As an alternative, printing specific areas can be accomplished by zooming in to the area of interest on the PDF files (downloaded from the above website) and printing just that area on your home printer.

Copy reproduction of the maps for each individual was cost prohibitive. Instead, those without internet access are asked to contact the Okanogan Valley Office, PH: 509-826-3275, to request a CD containing all of the maps. Additionally, the maps can be printed from the Internet or from CD at businesses that provide large format printing services.

## **For more information about the proposed action please contact:**

**Bob Stoehr**, Project Team Leader, 509-664-9384.

**Mary Bean**, Recreation Program Manager, 509-664-9319

**Chelan Ranger District**, 509-682-4900

Bob Sheehan, District Ranger

Joe Kastenholz, Recreation Staff

**CleElum Ranger District**, 509-852-1100

Judy Hallisey, District Ranger

Tim Foss, Recreation Staff

**Entiat Ranger District**, 509-784-1511

Tom Graham, Acting District Ranger and Recreation Staff

**Methow Valley Ranger District**, 509-996-4003

Jennifer Zbyszewski, Acting District Ranger and Recreation Staff

**Naches Ranger District**, 509-653-1400

Randy Shepard, District Ranger

Mike Rowan, Recreation Staff

**Tonasket Ranger District**, 509-486-2186

Mark Morris, District Ranger

Michael Alvarado, Recreation Staff

**Wenatchee River Ranger District**, 509-548-2550

Vaughan Marable, District Ranger

Mick Mueller, Planning Staff



## 8. GLOSSARY OF TERMS

TERM	DEFINITION
<b>4 x 4 trail</b>	Trail open to full-size vehicles.
<b>4 x 4 vehicle</b>	An OHV greater than 50 inches wide. These are typically full-sized vehicles designed for use on high clearance roads and trails, that may or may not be highway legal.
<b>ATV (all-terrain vehicle)</b>	An OHV with three or four wheels that is 50 inches or less in width at the widest width of the vehicle.
<b>Designated road, trail or area</b>	A National Forest System road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to 36 CFR 212.51. A designation for a road or trail includes all terminal facilities, trailheads, parking lots, and turnouts associated with the designated road or trail. The designation also includes parking within one vehicle length from the edge of the road surface when it is safe to do so.
<b>Forest road or trail</b>	A road or trail wholly or partly within or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources.
<b>Forest transportation atlas</b>	A display of the system of roads, trails, and airfields of an administrative unit.
<b>Forest transportation system</b>	The system of National Forest System (NFS) roads, trails and airfields on National Forest System lands that are included in a forest transportation atlas.
<b>Highway legal vehicles</b>	Vehicles primarily operated on roadways publicly maintained by the Department of Transportation, or any county or city with funding from the motor vehicle fund. Vehicles meet all applicable state laws for safety and operations (four-wheel all terrain vehicles (ATVs) are not highway-legal vehicles in Washington state).
<b>Maintenance Level</b>	<p>Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria.</p> <p><b>Maintenance Level 1:</b> This refers to intermittent service roads during the time they are closed to vehicular traffic. These roads are closed to vehicular traffic most of the time.</p> <p><b>Maintenance Level 2:</b> These are roads open for use by high clearance vehicles.</p> <p><b>Maintenance Level 3:</b> These are roads open and maintained for travel by a prudent driver in a standard passenger car. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing.</p> <p><b>Maintenance Level 4:</b> These are roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced.</p> <p><b>Maintenance Level 5:</b> These are roads that provide a high degree of user comfort and convenience. Normally, roads are double lane and are paved.</p>
<b>Motorcycles</b>	Vehicles with two wheels with “in-line” wheel alignment that may or may not be highway legal.
<b>Motorized mixed use</b>	Designation of a National Forest System road for use by both highway-legal and non-highway-legal motor vehicles. This has historically been

TERM	DEFINITION
	referred to as dual use.
<b>Motor vehicle</b>	Any vehicle which is self-propelled, other than: <ol style="list-style-type: none"> <li>1. A vehicle operated on rails; and</li> <li>2. Any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area.</li> </ol>
<b>Motor vehicle use map (MVUM)</b>	A map identifying National Forest System roads trails and areas on national forest lands that are designated for motorized use.
<b>National Forest System Road</b>	A part of the national forest designated transportation system that is included in the national forest transportation atlas. A forest road other than a road which has been authorized by a legally documented right-of-way held by a state, county or other local public road authority.
<b>National Forest System Trail</b>	A part of the national forest designated trail system that is included in the national forest transportation atlas. A forest trail other than a trail which has been authorized by a legally documented right-of-way held by a state, county or other local public road authority.
<b>Non highway legal vehicle</b>	Vehicles primarily for use on high clearance roads or trails that are not legal on publicly maintained roadways as they do not meet state laws for safety and operation.
<b>Non-motorized use</b>	Any use that does not include a motorized vehicle. Non-motorized use can occur on roads or trails open to motorized use.
<b>Off-highway vehicle</b>	Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain.
<b>Road</b>	A motor vehicle route over 50 inches wide, unless identified and managed as a trail.
<b>Road or trail decommissioning</b>	An activity that results in the stabilization and restoration of unneeded roads or trails to a more natural state and removes the road or trail from the National Forest System.
<b>Snowmobile</b>	A motor vehicle that is designated for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow.
<b>Trail</b>	A route 50 inches or less in width, or a route over 50 inches wide that is identified and managed as a trail.
<b>Unauthorized route</b>	A route that is not a National Forest System road or trail or a temporary road or trail, and is not required to be included in a forest transportation atlas. These routes are not managed as part of the designated transportation system. This includes user-created roads and trails and abandoned travelways that still exist on the ground and continue to receive use by the public. For this project, user-created route and unauthorized route are used interchangeably.

## 9. BIBLIOGRAPHY AND REFERENCES

**Cordell, H. Ken; Betz, Carter J.; Green, Gary T.; Stephens, Becky. 2008.** Off-Highway Vehicle Recreation in the United States and its Regions and States: A National Report from the National Survey on Recreation and the Environment (NSRE).

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**U.S. Department of Agriculture, Forest Service. 1997.** Grizzly Bear Recovery – North Cascades Ecosystem. Letter from the Wenatchee, Okanogan, and Mt. Baker-Snoqualmie National Forest Supervisors to the R-6 Regional Forester. August 12, 1997.



## 10. ERRATA

**The proposed action maps are updated as follows:**

**Naches Ranger District.** The “NFS Road for Use by ATVs” in the Catchup Creek area is deleted.

**Cle Elum Ranger District.** In the Teanaway Ridge area there is a gap between Road 9738-120 and Trail 1364. The missing portion should be Road 9738-120 designated as “NFS Road for Use by Motorcycles”.

**Wenatchee River Ranger District.** In Negro Creek there is a gap in the 7322-400 Road. The missing portion should be Road 7322-400 designated as “Current NFS Road for Use by ATVs”.

Some county roads and roads on private lands are not displayed because they are contained in different data layers. Their absence does not imply any change in management.